The SIGNALMANS JOURNAL

"Long Island Rail Road."

July/August, 1983

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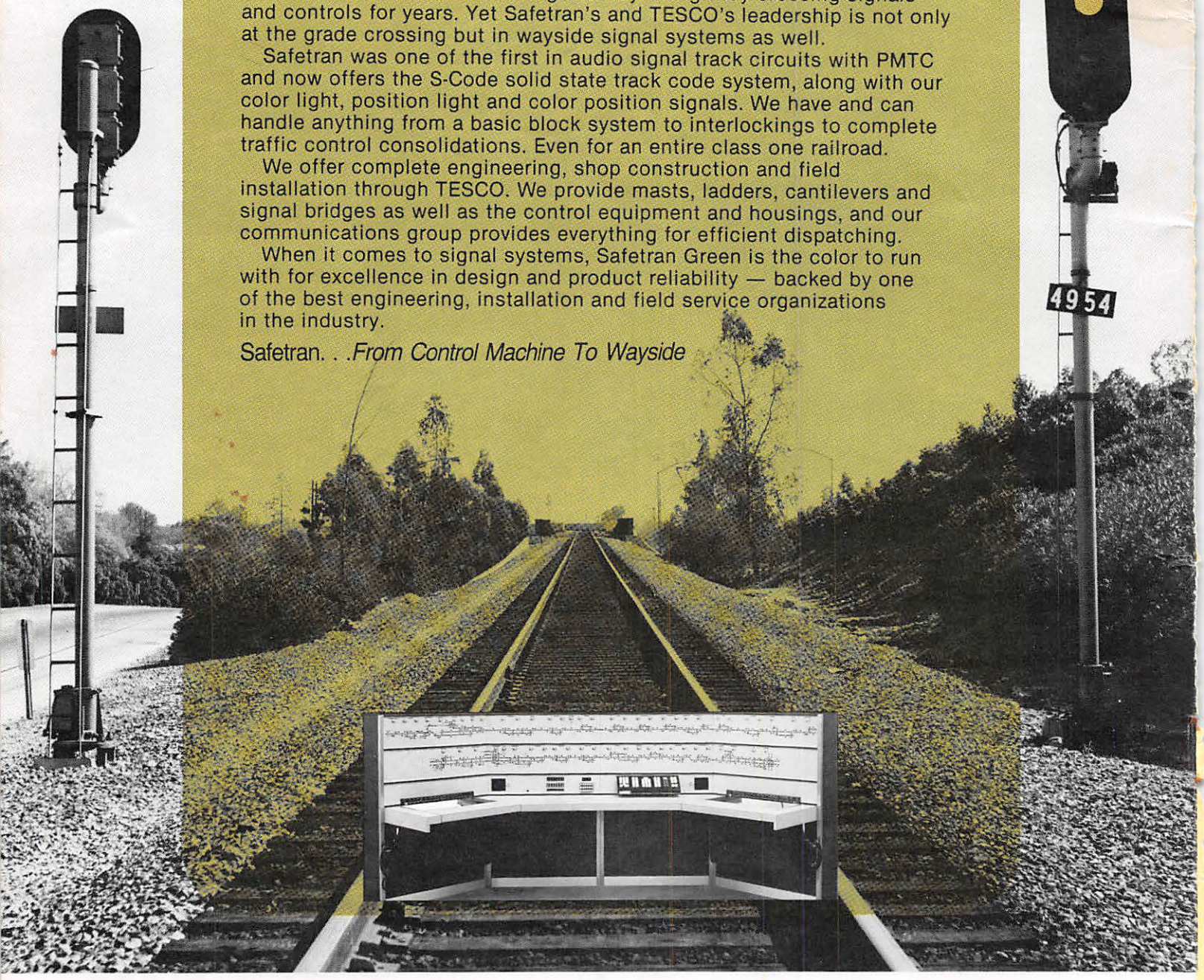

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The SIGNALMAN'S Journal

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Cover: Top: Adjusting an A-1 Electric Switch Machine are Brothers Lloyd Procope (left) and Bob Poor, while Signal Foreman George Dunn looks on.

Bottom: Shown is the incoming view of Jamaica Train Station, Jamaica, New York

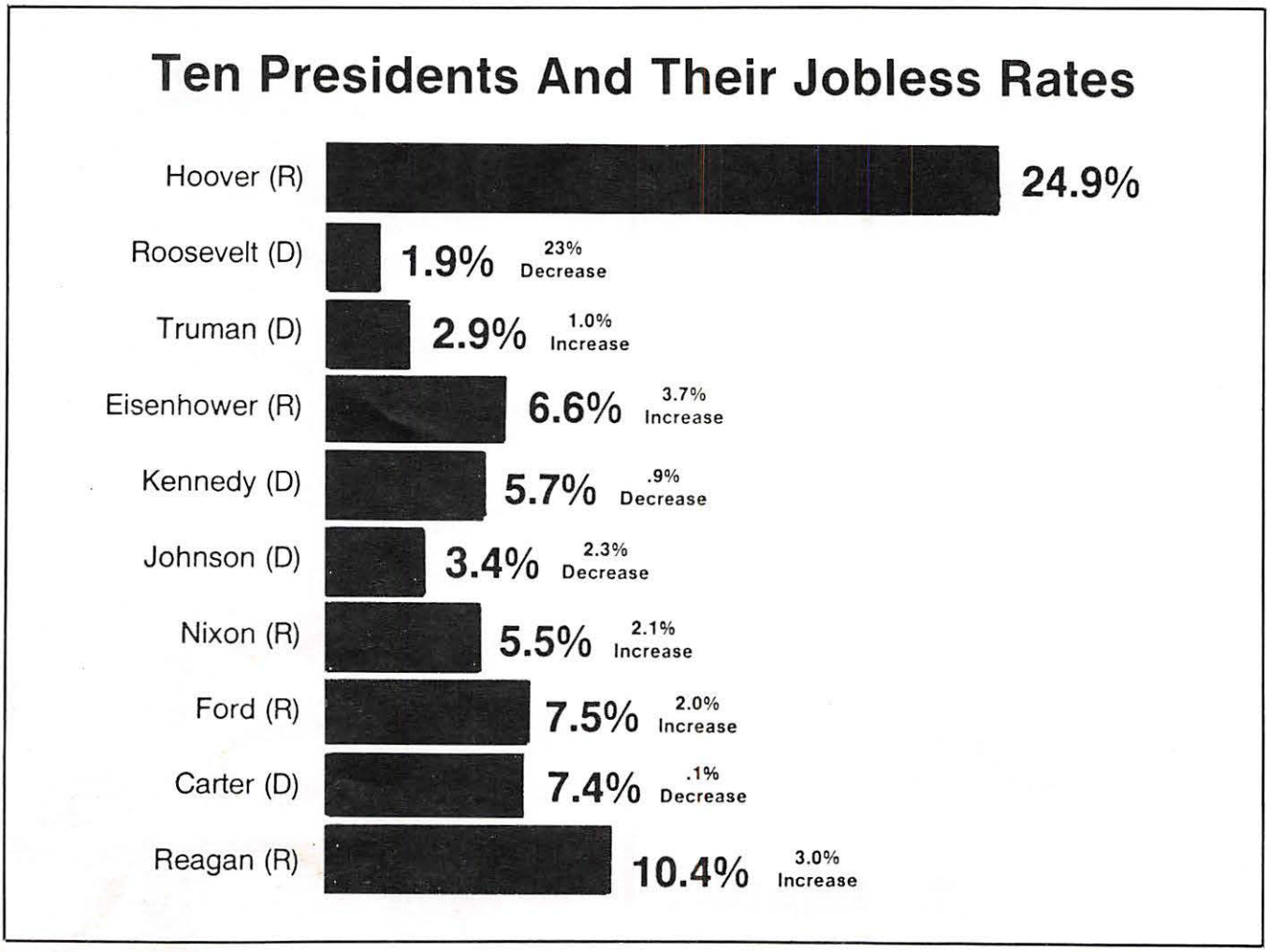
Railroad Retirement Cost-of-Living Increase Postponement

Payment of 1983 railroad retirement annuity cost-of-living increases, previously scheduled to start July 1, will begin at later dates. Social security legislation enacted earlier this year deferred by six months the major portion of this year's railroad retirement cost-of-living increase. Payment of the remainder of the railroad retirement increase is being delayed by 30 days because of administrative complications, but these payments, averaging $1.50 per month, will be made on August 1, retroactively to July 1.

Tier I portions of railroad retirement annuities are coordinated with social security benefits and increase automatically at the same time and by the same percentage as social security benefits. The 1983 social security amendments require that July 1983 cost-of-living increases be deferred to January 1984 and that future increases begin in January of subsequent years. By law, this deferral applies to railroad retirement tier I annuity amounts as well as social security benefits.

While this year's cost-of-living increase in tier II portions of railroad retirement annuities was not rescheduled by amendments, initial payment of the tier II increase is being delayed until August 1 because of administrative considerations following the rescheduling of the tier I cost-of-living increase. While initial payment of this increase is being temporarily delayed, payment will be retroactive so that no benefits are lost. The tier II increase of 1.1 percent will average about $1.50 a month per annuitant. For about 350,000 of the one million annuitants on the Board's rolls, the increase will be less than a dollar.

Medicare premiums deducted from railroad retirement annuities will not increase July 1, as in past years. The premium increase was rescheduled for January 1984 by the social security amendments.



Bates' Commentary

Under the Northeast Rail Service Act of 1981, Conrail was mandated to discontinue commuter train operations. That mandate required that Conrail get out of the commuter business by January 1, 1983.

As a result of that legislation, the Metropolitan Transit Authority (Metro-North) took over that portion of the commuter business in New York; New Jersey Transit Rail Operations (NJTRO) took over operation of the New Jersey portion of Conrail commuter operations and Southeastern Pennsylvania Transportation Authority (SEPTA) became operators of that portion of Conrail in Pennsylvania.

The railroad labor organizations were required to negotiate implementing agreements with very rigid time constraints for the beginning of the operation of the commuter services by those three transit authorities. The labor organizations were also required to negotiate schedule working agreements with those authorities, again under rigid time constraints. The transit authorities made many public statements which indicated that this was the golden opportunity to reduce many of the benefits which have been negotiated by rail labor unions on the U.S. railroads over past decades.

Because of the attitude of the transit authorities, we have been engaged in numerous labor disputes for the first six months of 1983. In the case of Metro-North, the United Transportation Union (UTU) was forced into a strike situation which began on March 7th and ended on April 17th. In the case of NJTRO, the UTU was forced into a strike situation beginning on March 1st and ending on April 3rd. During the strikes of the UTU against both Metro-North and NJTRO, the Brotherhood of Railroad Signalmen, as well as all of the rail labor organizations, observed the picket lines and did not aid or abet either of the transit authorities in their efforts to break the strike by the UTU. Those strikes ended when agreements were reached with the UTU and other rail labor organizations were able to reach working agreements with each of those authorities. Although the agreements reached with Metro-North and NJTRO are not equal to agreements on most U.S. railroads, they were agreements which we felt were necessary, faced with the provisions of the Northeast Rail Service Act of 1981.

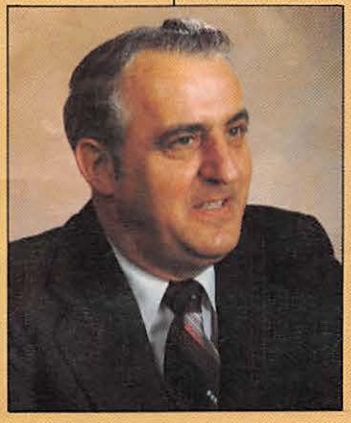
In the case of the Southeastern Pennsylvania Transit Authority, all crafts continued to work, under reduced working conditions, beginning on January 1, 1983 and continued in their efforts to negotiate workable agreements with SEPTA. During March of 1983, it became increasingly obvious that SEPTA was not negotiating in good faith and were determined that a strike by the rail labor organizations would act in their best interests. Due to the frustration of attempting to bargain with an agency that was determined to reduce benefits and working conditions to the level of the 1930's, all of the labor organizations, with the exception of three who had already reached agreements with SEPTA, took action to exercise their economic strength in a strike against SEPTA beginning on March 15. Between March 15 and the middle of June, other rail labor unions were able to reach agreement with SEPTA, although each of those organizations made many sacrifices and concessions to SEPTA. The BRS was faced with the proposition that SEPTA wished to have the authority to contract out any portion of the signal work that SEPTA wished, as well as reductions in working conditions and benefits which would, again, move us back to the era of the 1930's.

The BofRS finally was able to reach agreement with SEPTA by making many concessions and giving up many conditions which we had negotiated over the years.

The disturbing part of the final days of these negotiations with SEPTA was that some rail labor organizations were indicating that they would poll their members in order to decide whether or not they should cross the picket lines being manned by only the Brotherhood of Railroad Signalmen and violate all of the principles of trade unionism by that action.

During all of my lifetime and recollection with the rail labor movement, this is the first time that I am aware of that any rail labor organizations have suggested such action. The members of the Brotherhood of Railroad Signalmen have never indicated that they would permit or suggest anything of this nature and, so long as I am a member of the Brotherhood of Railroad Signalmen, I will certainly not be a party to any action of this type.

We would like to point out that the BofRS received full support in our strike action from the running trade unions and a vast majority of those labor organizations representing non-operating employees.



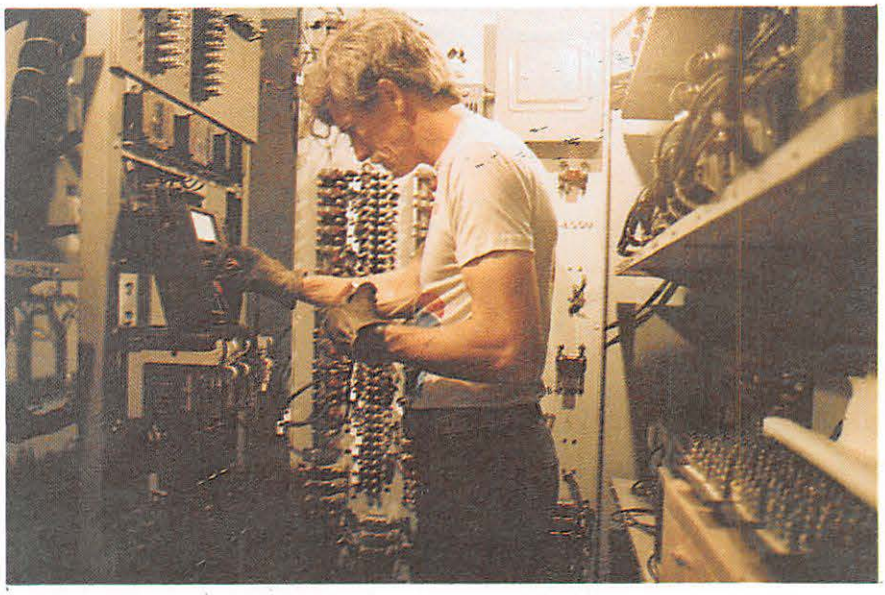
We would like to also express our appreciation and respect for all of the members of the Brotherhood of Railroad Signalmen employed by each of the above-named transit authorities for their support and demonstration of their dedication to the rail labor movement.

Tom Bates

Sunrise on a crisp winter morning at West Manchester (Iowa) CTC location on Illinois Central Gulf Dubuque District. Photo entry by W. L. Heitter, Signalman, Local 29.

PHOTO CONTEST ENTRIES:

Signal & Communication Lines at their last support before crossing a river canyon alongside a 100 yard trestle on the B&O lines at Elwood City, Pa. just north of Pittsburgh. Photo entry by G. M. Madeya, Signalman, B&O lines.



Brother Thomas M. Clark, Signal Maintainer, searches for trouble after "power out" in Colona, Illinois on Burlington Northern lines. Brother Clark is a member of Local 103. Photographer, Joan Clark, wife of subject.

Anti-Labor Forces At It Again

Anti-labor forces are once again mounting a direct attack on the rights of working families. With the help of friendly Members of Congress, they are trying to undermine unions and the collective bargaining process.

These anti-labor forces are backing a bill, S. 462, sponsored by Senator Charles Grassley of Iowa. The legislation would make it easy to put union members in federal prison when they exercise their right to walk the picket line. Specifically, the Grassley bill would subject workers involved in picket line disputes to federal prison sentences of up to 12 years and $250,000 in fines if they are involved in a picket line dispute where violence occurs or is threatened.

S. 462 would overturn a 1973 U.S. Supreme Court ruling on the Hobbs Act, the federal statute passed in the 1940's as an anti-racketeering measure. Anti-labor zealots wanted to use this law to threaten union members. They went so far as to ask the courts to declare self-defense on the picket line as "extortion."

The Supreme Court turned back this anti-worker tactic. In 1973, the Court ruled *(Enmons v. U.S.)* that the Hobbs Act does not "put the Federal Government in the business of policing the orderly conduct of strikes." Supporters of S. 462 want to overturn that decision. They would put the Federal Government in the business of policing strikes — but only on the side of employers.

Under S. 462, an employer or a strikebreaker and a striking worker can commit the same offense but be treated far differently. The employer or strikebreaker would be prosecuted for violating a state law, but the striker would face federal prosecution for "extortion." The penalties facing the striking worker will be far more severe than those facing the employer or strikebreaker.

There is no reason that an altercation on a picket line should be treated any differently than one that occurs in a parking lot. Union members are currently subject to the same laws as all other citizens. If there is a picket line disturbance, it is subject to state and local laws. Those laws treat workers and employers alike. The Grassley bill would change this by subjecting workers to far harsher federal penalties.

Most labor disputes (96 percent of them, in fact) are settled *without* a strike. When a union member marches today, it is because all other ways of making his or her point have been exhausted. While strikes are often characterized by high emotions, labor leaders at all levels have made it clear that violence by anybody on a picket line will not be condoned. The fact that the Federal Bureau of Investigation maintains no statistics on strike-related violence is strong evidence of the peaceful nature of most strikes.

But S. 462 would actually encourage violence as a strike-breaking tactic by employers. Strikebreakers who threaten or harm workers would be let off with only light penalties under the bill.

The injustice of this proposal is clear. But its unfairness doesn't bother anti-labor forces and their right-wing allies in Congress. Their real concern isn't "violence." They want to stop workers from organizing and to stifle their efforts to get better wages and working conditions. That's why the prime backer of the Grassley bill is The National Right to Work Committee, which has mounted a major postcard campaign in the bill's support.

S. 462 is now before the Senate Judiciary Committee, which has several members with strong anti-labor voting records. These anti-labor senators support the bill because they see it as a direct assault on the rights of union members — rights to higher wages, better health care, greater job security, and better pensions.

A majority of the members of the Senate Judiciary Committee have yet to make up their minds on this issue. With that in mind, the labor movement is mounting a massive campaign to let them know how workers feel about S. 462. If the bill is reported out of Committee, it will come before the full Senate for a vote.

Send your Senators a postcard or letter today! Let them know that you oppose S. 462 as unfair and unnecessary. Anti-labor groups are going all out for this bill. It's time for workers to have their voices heard.

Posed inside the Babylon Relay Repair Shop are: (l to r) Brothers Frank Spango, Signalman; John Hogan, General Chairman; Carl Lawing, Foreman, Communications Construction; Ed Kobelski, retired foreman; John Brady, Signal Foreman; L. S. Delia, Signal Technician; Ed Pupelis, Assistant Signalman; and Dan Pickett, Grand Lodge Representative.

Signalmen assist in the growth of the Long Island Rail Road

What Class I railroad can boast of a steadily increasing ridership that now exceeds 83,000,000 passengers each year? Moreover, what Class I railroad can operate over 700 commuter trains, transporting an average of 285,000 passengers each weekday and maintain an on-time percentage of 93%? **Answer:** The Long Island Rail Road.

Deserving their share of the credit for such impressive numbers and performance are the 300-plus signalmen that service the signal system on the Long Island Rail Road.

LIRR signal system — automatic speed control — is used on all high density electric lines. It restricts a particular segment of track to only one train at a time, alerting following trains to its presence ahead. If the second train moves closer to the first train, electrical impulses signal the second engineer to reduce speed and a bell or whistle tells the engineer to acknowledge the new speed command — if the engineer does not acknowledge within a few seconds, the brakes on his train are automatically applied, maintaining safety in operation. Traffic control systems are in use on some high density lines to permit remote control of switches and bi-directional operations on all tracks. Automatic speed control works in conjunction with this.

The terrain of the Long Island Rail Road was recently travelled by John Hogan, LIRR General Chairman, V. M. "Butch" Speakman, Grand Lodge Representative and W. D. "Dan" Pickett, Grand Lodge Representative who visited the Signalmen that service this complex signal system.

The visit started in St. James, New York, a small community in the Northwest section of Long Island, where Signal Gang 53 was digging in new signal cable for automatic signals. Intermediate stops included several signal maintainer territories, the Babylon Electronic Repair Shop and the Babylon Relay Repair shop. The on-site visit was concluded at Jamaica, New York, site of LIRR Corporate Headquarters. Located at Jamaica Station is the Jamaica Electronic Shop, headquarters and work site for two radio technicians and two electronic specialists.

Provided during the visit was a brief synopsis that outlined the history of the LIRR and included some

interesting facts and figures regarding the operation of the Long Island, which we would like to share with our readers.

The Long Island Rail Road
A History

The Long Island Rail Road was chartered on April 24, 1834. It was to be one link in a chain of railroads that would stretch from Delaware to Boston. Long Island was selected because engineers had determined that it would be impossible to build a line along Connecticut's watery coast. Plans called for construction of the LIRR from Brooklyn through Jamaica, then across the Hempstead Plain to Greenport, on the North Fork of Long Island, 98 miles away. Boston passengers would board trains in Brooklyn, ride to Greenport, transfer to boats for the ride across Long Island Sound, then board other trains for Boston. The Boston service, which flourished, ended five years later when a through line was built along Connecticut's shore. Passengers preferred the all-land route rather than the LIRR's water-land-water-land journey.

- Lack of business forced the LIRR into receivership in 1850.
- In 1854 it began branching out to local communities, setting its goal as that of a local carrier.
- A branch was constructed in 1860 from Jamaica to Long Island City from where passengers could board ferry boats to East 34th Street, Manhattan.
- From 1876 to 1898 the LIRR consolidated with or purchased, competing rail systems on Long Island; 40 years of expansion ended.
- In 1895 Montauk, on the South Fork, 117 miles from Manhattan, was reached.
- The Pennsylvania Railroad gained control of the LIRR in 1900.

Long Island General Chairman, John Hogan (right), extends his best for a happy retirement to Brother J. P. Napoli. Brother Napoli was to retire within a month of TSJ visit.

The LIRR had received legislative permission to establish a terminal in midtown Manhattan and to construct a tunnel beneath the East River — but it did not have the funds. The Pennsylvania Railroad desired to obtain permission to construct a tunnel beneath the Hudson River into New York City, and had the funds to do the job, but no permission. An agreement was reached whereby the PRR would build both sets of tunnels and the midtown terminal — Penn Station — for controlling interest of the LIRR.

- The LIRR operated the first electric train from Brooklyn to Rockaway Park in 1905.
- Five years later, in 1910, the first LIRR electric train operated under the East River to Penn Station. This direct operation into and out of the heart of Manhattan resulted in a building boom on Long Island.
- In 1925 the Babylon Branch was electrified.
- The LIRR accomplished a first in 1927 by operating the first all-steel fleet of passenger cars.
- The depression in 1929 ended the building boom on Long Island.
- The automobile, new highways and bridges, and the IND to Jamaica in 1937 took 80 percent of LIRR passengers away.
- Bankruptcy was declared in 1949.
- Five years later the LIRR emerged from bankruptcy under a New York State-financed $65-million 12-year development program.
- The last steam locomotive operated on the LIRR in 1955.

Brother Al Friedman, Communication Technician Radio, Babylon Electronic Repair Shop, adjusts reciever alignment on a Motorola dispatcher radio used on Long Island M-1 cars.

Taking note of the task at hand are Mike Fucci, Assistant Signalman (left) and Charles Jack, Signal Inspector.

Babylon Electronic Repair Shop is the job site for Brother Mark Quinn, Communications Assistant Signalman. Here Brother Quinn works at decoder microprocessor.

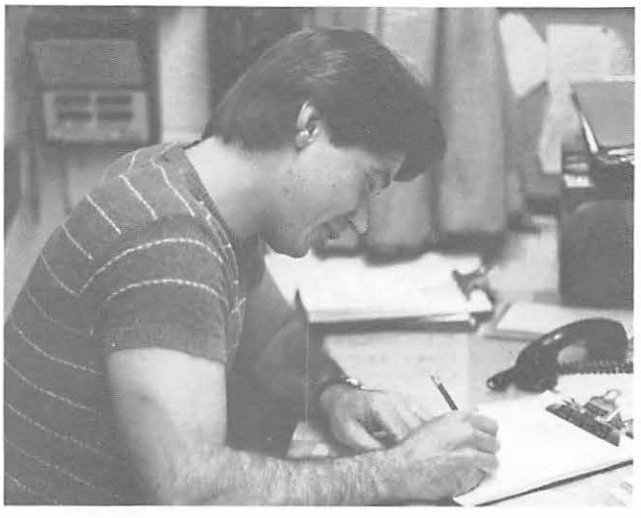
Working inside Tax Tec Portable screen room located at the Babylon Electronic Repair Ship is Brother Frank Guarino, Communication Technician.

Pictured in the garage of the Babylon Electronic Repair Shop are: (l to r) John Hogan, General Chairman; Richard Feggeler, Signalman; and Bob Ingargiola, Shop Foreman.

The Metropolitan (Commuter) Transportation Authority, founded in 1965, purchased the LIRR from the Pennsylvania Railroad for New York State for $65-million in 1966. The MTA was created in 1968 and by December of that year the first of 764 Metropolitan M-1 passenger cars operated on the LIRR. The LIRR began a program of upgrading and modernizing its electrification power system, extended electrification to Huntington in 1970, and began a number of major track rehabilitation programs that included the installation of welded rail on many branches, installation of rubberized crossings, elimination by elevation of grade crossings, and refinement of its signalling system.

The LIRR is a Class I Railroad — having a yearly income of over $50-million. It operates into the busiest terminal in the United States (Penn Station); operates through the busiest railroad junction (Jamaica), and has the busiest suburban station (Hicksville, which handles 5,800 passengers during a morning rush hour period) in the country.

Working on a DN11 relay at the Babylon Relay Repair Shop is Brother L. J. Delia, Signal Technician.



Paper work at the Jamaica Signal Shop is handled by Brother J. T. Southard, Assistant Foreman, Signals.

Working on M-1 train control communication and radio equipment is Brother John Catalanotto, Communication Technician Radio. Brother Catalanotto works at the Babylon Electronic Repair Shop.

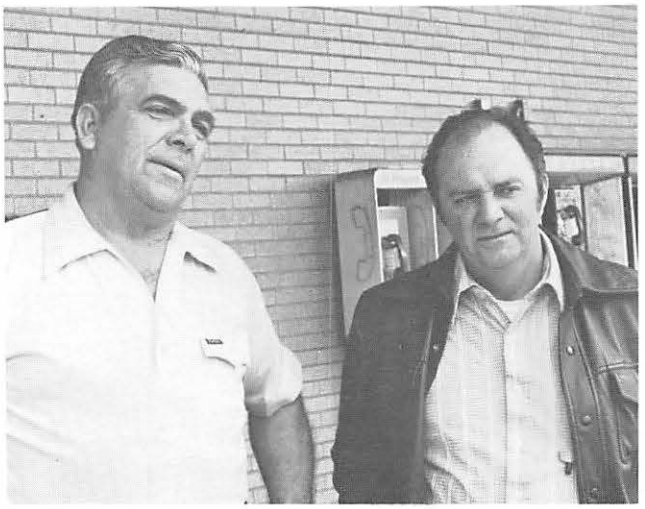
The Long Island Rail Road

Facts & Figures

- In 1981, 83,209,000 passengers used the facilities of the LIRR; in 1980 there were 80,841,000 passengers. Ridership is steadily increasing. On an average weekday morning or evening rush hour period, some 100,000 passengers use the LIRR. The busiest rush hour branch is the Babylon Branch, second heaviest is Port Jefferson, followed by Port Washington. Studies show that 10,600 passengers must stand each morning on 56 westbound rush hour trains, while another 5,000 passengers are forced to stand on 40 eastbound evening trains. 284,000 passengers now use the LIRR on an average weekday, an increase of 12,000 riders over 1980.
- The LIRR has some 500 miles of main line track of which 265 miles is third rail equipped. The longest single run is from Penn Station to Montauk—117 miles. The longest single non-stop westbound express run is 39 miles—from Babylon to Penn Station. During 1981, the LIRR scheduled 232,006 trains, of which 84.7 percent operated on-time. This is a slight improvement over the 1980 on-time average. Trains arriving at their terminals more than five minutes after their scheduled arrival times are considered late.

- There are 83 electrical substations which convert 11,000 volts of AC current (which is supplied by Con Ed, LILCO) to 700 volts DC for operation of M-1 electric cars. Power is obtained from a third rail which runs on the ground and parallel to the running rails.
- Hub of LIRR operations is eight-track Jamaica Station through which trains operate on an average of one every 30 seconds during morning and evening rush hours.
- There are nine branches—to Hempstead, Oyster Bay, Port Jefferson, Greenport, Far Rockaway, West Hempstead, Long Beach, Montauk, and Port Washington. The Port Washington Branch is the only branch that does not operate through Jamaica.
- The three western-most terminals are Penn Station (Manhattan); Flatbush Avenue (Brooklyn); and Hunterspoint Avenue (Queens). Penn Station, built in 1910, is the busiest passenger terminal in the US—170,000 passengers use the station daily.
- Penn Station is rented by the LIRR; it is owned by Amtrak. The LIRR uses four tunnels under the East River, two of which are used exclusively by the LIRR; the other two are shared with Amtrak.
- LIRR schedules 870 trains on weekdays of which 713 are passenger-carrying commuter trains, the remainder are "equipment" trains—empty trains moving to various stations and terminals. Some 452 trains are scheduled for Saturday and Sunday operations. The maximum allowable speed for electric trains is 80 mph; diesel-passenger trains, 65 mph; freight trains (the LIRR operates 14 daily) 45 mph.
- The LIRR owns 764 Metropolitan M-1 electric cars (approximately three-fourths of all trains operate in electric territory) which seat 122 passengers each; and 213 diesel-hauled passenger coaches, seating 120 persons each. Eighty of these cars have self-contained diesel power plants to generate electricity for lights, heat, air-conditioning; the remainder are former electric cars that have been converted to diesel operation and draw their power from "push pull" power units which are diesel units located at the west end of a train; the traction unit—a diesel-electric locomotive—is located at the east end.

Long Island Signal Gang 53 dig to locate old block signal cable before installing new automatic signal cable. Pictured left to right: Ernest Miethe, Helper; Robert Haddard, Assistant Signalman; Anthony Merlino, Assistant Signalman; Anthony Riccardo, Assistant Signalman; Charles Jack, Signal Inspector; James Napoli, Signalman; Mike Fucci, Assistant Signalman; and Don Richards, Foreman.



Posed outside the Babylon Train Station is recently retired foreman, Brother Ed Kobelski (left) with his replacement Brother Carl Lawing, Foreman, Communication Construction.

Cleaning a Model 15 relay at the Babylon Relay Repair Shop is Brother Frank Spango, Signalman.

- The LIRR owns thirty-six 2000-horsepower diesel locomotives—eight of which were built in 1968 and the remainder in 1976-77. It also owns twenty-three 1,500 horsepower locomotives and eight 1,000 horsepower engines.
- There are 140 LIRR stations and 7 Road-N-Rail highway bus stops (located in Suffolk County). Hicksville is the busiest station, serving 6,800 rush hour commuters daily.
- The LIRR has 7,200 employees, 6,700 of whom are represented by 17 unions; the remainder are in management, professional and administrative positions. Major job classifications include engineers, conductors and trainmen, maintenance of way employes, maintenance of equipment personnel, station agents and ticket sellers, and signal tower operators.
- LIRR has a radio communications system capable of providing instant contact between trains and crews, control towers, maintenance personnel, supervisory personnel and Jamaica headquarters. M-1 trains have PA systems through which information may be transmitted to passengers; information may also be transmitted to passengers at stations from a PA console located in our operations center.
- LIRR maintains a radio desk in Jamaica during rush hour periods to provide news media with latest information on train operations.
- Freight operations produce revenues of over $18-million annually; 90 percent of the freight traffic comes onto Long Island, remainder is moved off LI. There is direct interchange with Conrail via an all-land route over Hell Gate Bridge for freight trains. The LIRR does not own any freight cars.

Brother Pete Kianka, Communication Technician, checks out new portable radio charger. Brother Kianka works at Babylon Electronic Repair Shop.

Hard at work is Brother Richard Mardosa, Communication Technician, soldering a Bristole Solo indicator board. Brother Mardosa works at the Babylon Electronic Repair Shop.

Installing P-L Module for a Motorola Syntox Mobile radio is Brother Jeff Kreeb, Communication Technician Radio. Brother Kreeb works at the Babylon Electronic Repair Shop.

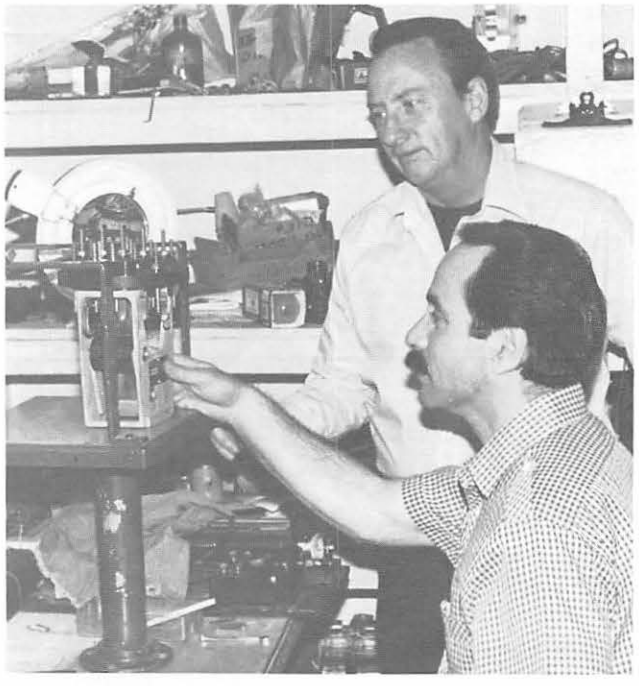
Making adjustment to a flasher gate unit is Brother Ed Pupelis, Assistant Signalman. Brother Pupelis is in the training program at the Babylon Relay Repair Shop.

Repairing phone at the Jamaica Electronic Repair Shop are Brothers Peter Miller, Communication Technician (seated) and Ed Reilly, Assistant Signalman.

A computer is used at Babylon Electronic Repair Shop to record inventory. Pictured operating the computer is Bob Ingargiola, Shop Foreman.

Adjusting weights on a flasher gate unit is Brother Ed Pupelis, Assistant Signalman.

Testing relays at Port Tower in Freeport, NY are Russ Morgan, Assistant Signalman (left) and Bill Broody, Inspector.



Babylon Relay Repair Shop foreman, Brother John Brady, observes Brother Delia as he works on a 180 coder relay.

RELAYS

Series 50 Motor Control Relays

- Available from Stock
- Safety-grade Design Concepts and Workmanship
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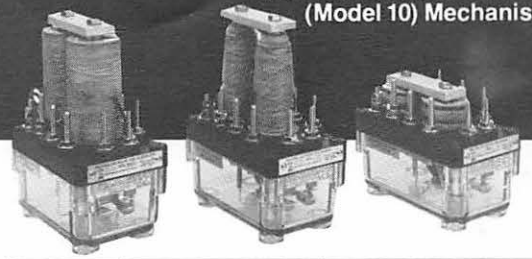
- 2 FB HD Contact Configuration
- Relays for All Current W-C-H and Discontinued WRRS (Model 10) Mechanisms



MECH.	RELAY PART NO.	COIL RESISTANCE
3564	38-0050-300-1	160 OHM
3566	38-0050-400-1	280 OHM
3567	38-0050-400-1	280 OHM
3590	38-0050-200-1	1000 OHM
3593	38-0050-200-1	1000 OHM

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LATEST YEARLY FIGURES SHOW OSHA 'MEETING ITS MANDATE'

The Labor Department's Occupational Safety and Health Administration in calendar 1982 increased its total number of workplace inspections by nearly 15 percent over the previous year, boosting the number to 63,914, the second highest total in the last six years.

"I am particularly pleased with the 1982 results for they show that as the agency marks its twelfth birthday, it is indeed 'meeting its mandate' of protecting the safety and health of workers while at the same time carrying on with President Reagan's regulatory reform program," Assistant Secretary of Labor Thorne G. Auchter, head of OSHA, said.

"We have succeeded in not only raising the number of inspections about the average for the previous administration but have also been able to target these inspections on the most hazardous worksites. This was accomplished despite a budget cut of 6.6 percent and a loss of 568 authorized positions, a 19.4 percent decrease from the previous year."

In calendar 1980, the last year of the previous administration, a total of 64,876 inspections were carried out compared to 63,914 in 1982. However, in 1980 the agency had 2,925 authorized positions versus 2,354 in 1982 and 2,922 in 1981. (The average number of inspections for four years of the previous administration was 59,822; the average for the last two years 58,754.)

Moreover, under the agency's current policy of targeting its general schedule inspections on the most hazardous workplaces, some 45,038 inspections in 1982 were thus targeted compared to 34,794 in that category in 1980.

The new policy also was reflected in the agency's 31,012 inspections in 1982 of construction sites, the nation's most hazardous workplaces, versus 28,091 such inspections in 1980.

Another cornerstone of the new administration has been to cooperate with both management and labor for a safer workplace, rather than the agency playing an adversary role as a policeman. Thus, 20 percent (or 7,077) of the total number of inspections with citations were contested in 1980 whereas only 4 percent (or 1,212) were contested in 1982. This results in much faster elimination of hazards, (because no abatement is required during the often lengthy contest period) while at the same time enabling the agency to concentrate that much more on the actual inspection of worksites rather than spending time and effort in litigation.

The agency also increased its efficiency by reducing the number of follow-up inspections to 1,426 in 1982 from 11,483 in 1980. This reduction was planned because past experience showed that more than 99 percent of the agency's follow-up inspections showed no "failure to correct" violation.

The figures being made available today are the most recent under OSHA's policy of issuing compliance activity data, which vary considerably with time, 90 days after the close of a reporting period to permit greater accuracy and consistency. Data for the last quarter of calendar 1982 (i.e. first quarter of FY 1983) were incorporated into this report.

In its earlier history, when OSHA was relatively unknown, agency officials felt that the agency's "presence" at the worksite was of key importance and stressed the "quantity" or number of inspections rather than quality. Thus in 1975, for example, the agency conducted 88,927 inspections, but agency officials say the inspections then were not nearly as comprehensive as those conducted today.

OSHA's compliance activity data go back to July, 1972. They show:

CALENDAR YEAR	NUMBER OF INSPECTIONS
1972 (July through Dec.)	17,187
1973	67,250
1974	79,474
1975	88,927
1976	76,742
1977	61,030
1978	55,164
1979	58,354
1980	64,876
1981	55,593
1982	63,914

CONTINUOUS MEMBERSHIP PINS READY FOR MAILING

BRS Headquarters is in the process of mailing out continuous membership pins for 25, 30, 35 and 40 years of continuous membership in the Brotherhood of Railroad Signalmen. If, at the time of publication of this issue of The Signalman's Journal, you are entitled to but have not received your continuous membership pin for any of the above-named years of service, contact W. D. Best, Secretary-Treasurer, P.O. Box "U" — Mt. Prospect, IL 60056.

Signal Training Bulletin

Committee G: Education & Training
Communication & Signal Division, AAR

F-1 Automatic Block Signal System

Approved December 1981

9-12-83

Dear Sir
I have recived membership pins
for 25 years & 35 years
I Did not never recived one for 30 years

Thanks you
P. A. Thrasher

Copyright © Brotherhood of Railroad Signalmen

Definition: A series of consecutive blocks governed by block signals, cab signals or both, actuated by a train, or engine, or by certain conditions affecting the use of a block.

Symbol: None

Description: Automatic block signal (ABS) systems are used to provide a definite space interval between trains. ABS can be used in single-direction territory to provide for follow-up moves only, by monitoring the condition of the applicable track circuits within the block.

In bi-directional territory, ABS can be modified by using the principle of overlapping to provide some measure of opposing movement protection; or it can be converted to absolute permissive block (APB) which will be discussed in another Signal Training Bulletin.

Purpose and Application: Automatic block signal systems are employed on major traffic routes to maintain a safe spacing between trains operating in the same direction and, if the principle of overlapping is used, to prevent trains moving towards each other on the same track entering a section of track such that their continued progress would be obstructed.

General Information: In automatic block territory, the operating conditions dictate the distance between these signals but, in general, they are located so that train movements can always be controlled in accordance with the indications conveyed by the aspects displayed by the signals with normal application of the brakes. The signal aspects usually convey three indications: Stop, Approach and Proceed. Systems are designed so that under normal operating conditions, signal aspect displaying an Approach indication will always be presented by a signal in approach to one which will require the train to be stopped. Signals convey indication by semaphore arms (together with colored lights for night indication) or color lights only. Signal controls are interconnected with one another depending upon the type of system involved. The blocks over which these signals govern movement are normally only the section between signals.

Detailed Operation: In single-direction ABS territory, two primary conditions must be checked before a signal can display an aspect indicating Proceed. The first check is to dtermine the condition of the block over which the signal governs entry. This can be done by monitoring the condition of the appropriate track relays as illustrated in Figure 1. The

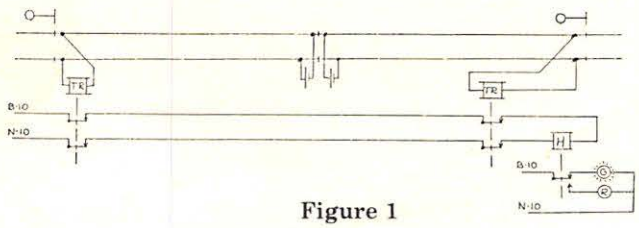


Figure 1

second check is to determine the condition of the block which is governed by the next signal in order to allow for an aspect indicating Approach, in advance of any signal displaying an aspect indicating Stop. This can be accomplished by determining the condition of the control (H) relay that controls the next signal. Refer to Figure 2. Once

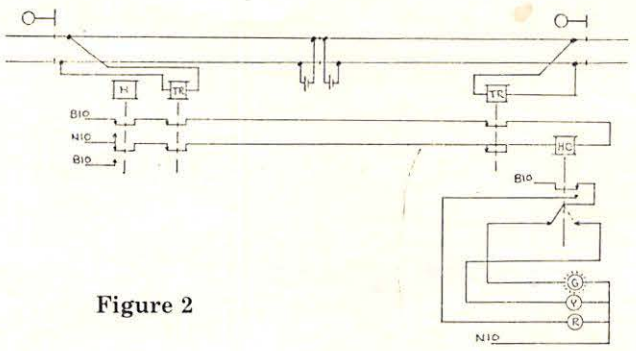


Figure 2

these two conditions are met, the signal will display an aspect indicating Proceed.

In bi-directional ABS territory, train movements in opposite directions must also be considered. To provide some measure of protection against opposing moves, the principle of overlapping can be employed in conjunction with the basic ABS system. The principle of overlapping is defined by the AAR as "The distance the control of one signal extends into the territory which another signal or signals govern." This can be accomplished by extending the distance of track that is checked by the control relay beyond the block that is governed by the signal, as shown in Figure 3. By using the principle of overlapping in both directions,

Figure 3

the signal system would provide for at least one block of separation between trains moving in opposite directions, as shown in Figure 4.

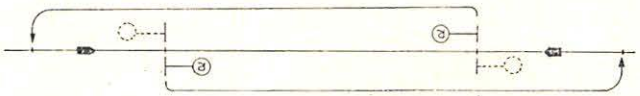


Figure 4

Automatic block signaling is an extension of train orders whereby trains move from station to station by signal indication but when arriving at a station must be controlled via train orders. Although ABS is not the most efficient method of controlling train movement, it does lay the foundation for more advance systems.

Note: This Bulletin is for general information only. For specific applications consult the rules, standards and instructions published by your railroad.

Signal Training Bulletin

Committee G: Education & Training
Communication & Signal Division, AAR

F-2 Absolute Permissive Block System

Definition: A block signal system under which the block is usually from siding to siding for opposing movements and the fixed signals governing entrance into the block display an aspect indicating Stop when the block is occupied by an opposing train. For following movements, the section between sidings is divided into two or more blocks and train movements into these blocks, except for the first one, are governed by intermediate fixed signals, cab signals or both. The intermediate fixed signals usually display an aspect indicating Stop, then Proceed at Restricted Speed, and the cab signal displays an aspect indicating Proceed at Restricted Speed as its most restrictive indication.

Symbol: None.

Description: Absolute Permissive Block (APB) is a signal system designed to provide a definite space interval between trains in respect to following movements by employing the use of permissive intermediate signals and also to provide protection for opposing movements by using absolute signals usually at sidings and referred to as head block or home signals. Refer to Figure 1.

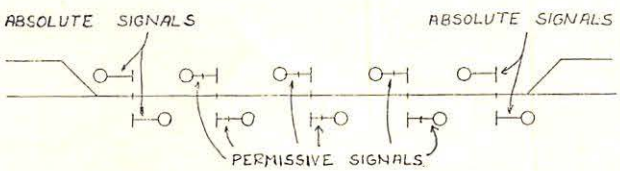


Figure 1

Purpose and Application: APB signal systems are employed on major routes to maintain a safe spacing between trains operating in the same direction and to prevent trains moving toward each other from entering a block such that their continued progress would be obstructed.

General Information: APB is a method of signaling whereby train movement between sidings is controlled by permissive signals and authority to move past absolute signals is issued via train orders.

Follow-up movements can be made by clearing up signals, i.e., signals automatically becoming less restrictive by trains traversing through blocks, at a specified distance from the rear of the train. Opposing movement protection can be accomplished by causing the opposing absolute signal to display an aspect indicating Stop whenever a train enters the block.

Detailed Operation: APB is a signal system which employs both absolute and permissive signals. Absolute signal displaying an aspect indicating Stop can only be passed on permission from the dispatcher or, in case of communications failure, by flagging ahead of the train. Absolute signals can normally be identified by the absence of a milepost number board. Permissive signals, sometimes referred to as Stop-and-Proceed signals, are usually intermediate signals which, if displaying an aspect indicating Stop, may be passed at restricted speed after a stop has been made. No permission or flagging is required. Permissive signals can normally be identified by a milepost number board mounted on the signal mast.

APB signal systems employ some method of allowing for follow-up movements and opposing movement protection. One such method is the use of directional stick relays. When a train passes a signal, it conditions the circuitry such that the signal control relay (HD) de-energizes and a stick relay energizes. This situation pole-changes (changes the polarity) of the energy being applied to the line circuits. This line

circuit conditioning causes the control relay for the signal in the rear to become energized with energy of reversed polarity thereby displaying an aspect indicating Approach. Refer to Figure 2.

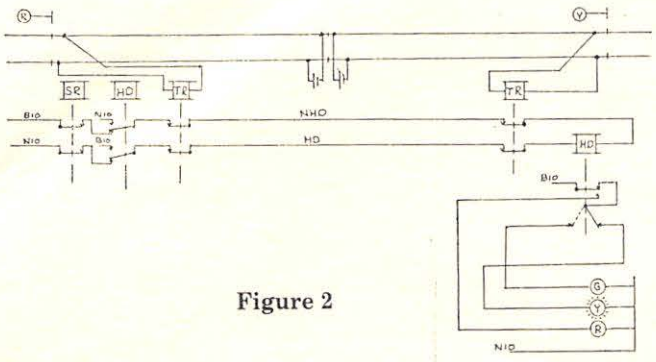


Figure 2

If, however, the train movement is in the opposite direction, the stick relay will not become energized. In this situation, the control (HD) relay will de-energize and the line circuits will in turn cause the control relay (HD) for the opposing signal in advance to be de-energized thereby displaying an aspect indicating Stop. Refer to Figure 3. The

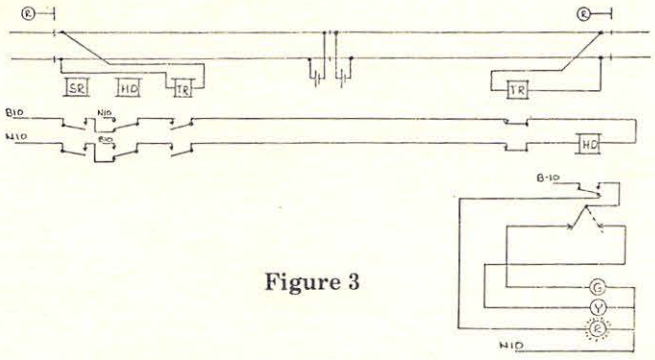


Figure 3

sequence is repeated at each intermediate signal until the opposing absolute (head block) signal displays an aspect indicating Stop. This sequence is commonly referred to as "tumble down."

APB is a very flexible system which can be modified to satisfy a variety of local conditions and situations. It also lays the premise for much of the vital circuitry used in other systems such as centralized traffic control (CTC) which will be discussed in another Signal Training Bulletin.

Note: This Bulletin is for general information only. For specific applications consult the rules, standards and instructions published by your railroad.

Notes:

Obituaries

Jerry W. Kunkleman, age 23, died recently as a result of injuries suffered in a motorcycle accident on May 2, 1983. Brother Kunkleman was an employee of the Western Maryland Railway Company and a member of Local 31 for a short period of time.

Claude L. "Pete" Pfost, retired from the Penn Central Railroad in June of 1974, passed away at his home in North Judson, Indiana on June 4, 1983. Brother Pfost was a longtime member of Local 146. He is survived by his three daughters, Phyllis Brewer, Beverly Guse, Diane Lorenze and one son, Kenneth. He also leaves 13 grandchildren and five great-grandchildren and a brother, Lawrence E., of Chicago.

James R. Brewer, retired member of Local 31, passed away on May 25, 1983 at his home in Hagerstown, Maryland. Brother Brewer retired in 1975 from the Western Maryland Railroad after 44 years of service. He is survived by his wife, Pauline and one son, Lt. Col. Jay R. Brewer of Germany and two grandchildren.

George W. Lewis, Jr., 58 years old, passed away at his home in Tulsa, Oklahoma on April 3, 1983. Brother Lewis was a CTC/Retarder Maintainer at the Cherokee Yards in Tulsa, Oklahoma for the Burlington Northern Railroad. He is survived by his wife Kathy, son Robert N. Lewis and daughter, Janet Wooldridge and four grandchildren. He was an active member of Local 129 for many years.

'Voices? I Don't Hear Any Voices!'

DON'T FORGET— PHOTO CONTEST— $100 SAVINGS BOND—

Just a reminder about The Signalman's Journal photo contest. Get those entries in early! Selected entries will be featured in the Journal. Again, follow the few simple rules and win a Savings Bond!

Rules of Photo Contest.

1. Photographs should be in color, good quality, 3 X 5 minimum size. Do not send negatives. There is no limit as to number of entries.
2. Photographs must include some aspect of signaling in their content. They may include actual signalmen working, signals in conjunction with other facets of railroading, or any other background of your choice.
3. The final date for consideration of photographs is October 1, 1983, but we urge you to send in photographs earlier as selected entries will be featured in monthly publications from the May issue through November.
4. All photographs will be considered the property of The Signalman's Journal upon receipt.
5. All photographs should be accompanied by a description of the photograph; exact area where photograph was taken; line of railroad; photographer; names & titles of persons appearing in photograph, if any, and any other pertinent information you deem necessary. Please do not write on the photographs, front or back, as any impression might be picked up on reproduction.

Entries will be judged on quality, of both color and subject matter; originality; subject matter and eye appeal.

The winning entry will be featured on The Signalman's Journal, December, 1983 Cover, along with a personal interview with the photographer.

GOOD LUCK to all of our amateur photographers. Get those entries in quickly and see them in the Journal. We'd like to see all the railroads represented in this endeavor along with the members who work for them.

Send all entries to: THE SIGNALMAN'S JOURNAL, P.O. BOX "U," MT. PROSPECT, IL 60056 — Attn: V. M. Speakman, Jr.

President Bates answers questions from the floor while General Chairman Evans and W. D. "Dink" Best review material.

Salt Lake City Site of Union Pacific General Committee Meeting

Salt Lake City, Utah served as the site for the Union Pacific General Committee Meeting, May 10-12, 1983.

Members and officers of the General Committee in attendance were W. R. Evans, General Chairman, General Secretary Treasurer; R. L. Hinkley, Vice General Chairman; R. R. Foley, Chairman of the Board of Trustees; L. W. Welsh, Trustee; W. C. Hapgood, Trustee; M. E. Hauser, Local 8; G. W. Baker, Local 111; B. E. Price, Local 19; G. A. Brooks, Local 19; and E. J. Larsen, Pocatello Shop Representatives.

Local 19 Trustee Dan Price also attended portions of the General Committee meeting as a visitor.

Attending the meeting from Grand Lodge were R. T. Bates, President; W. D. Best, Secretary Treasurer; J. T. Bass, Vice President; and V. M. Speakman, Grand Lodge Representative.

President Bates' remarks included discussion of some BRS members failing to honor the Brotherhood of Locomotive Engineers strike. Bates emphasized the necessity of adherence to the provisions of the BRS Constitution and policy of the Brotherhood. He reviewed the pertinent provisions and policies for the benefit of the General Committee members.

President Bates cited the responsibility of union officers in their representation of members. He explained that the "Duty of Fair Representation" cannot, and should not, be taken lightly. Each member must be afforded the advocacy of the Brotherhood to which he is entitled by membership.

The status of pending legislation pertaining to the Railroad Retirement system was discussed by President Bates. Although the proposed legislation contains some elements which are not entirely palatable, the amendments to the Railroad Retirement Act are necessary to ensure continuity of our Retirement System. President Bates urged all active and retired members to contact their respective legislators to solicit support of Senate Bill S1074 and House of Representatives Bill HR1646.

Coal slurry legislation is still with us. President Bates commented that, should this legislation be enacted, the resulting unemployment on the railroads will be disastrous. It is estimated that approximately 40,000 rail jobs will be lost if "coal slurry" passes. He said that all employees of the railroads should vigorously voice their opposition to this measure.

Attending the Union Pacific General Committee meeting were: (left to right) Jay Larsen, Local 8; Glenn Baker, Local 111; Richard Foley, Local 8; William Hapgood, Local 8 and Mark Hauser, Local 8.

The BRS dispute with the Southeastern Pennsylvania Transportation Authority was related by President Bates. He commented that negotiations were proceeding, although with difficulty, and the outcome could not be foreseen. (Ed. note: Agreement with SEPTA was reached on June 30, 1983, and the strike was terminated.)

Enforcement of Rules, Standards and Instructions (RS&I) by the Federal Railroad Administration was also a subject of discussion. President Bates stressed the importance of proper documentation of required signal tests. He also stated that signs of Federal Legislation to provide for standards governing the maintenance and testing of grade crossing warning systems is encouraging.

President Bates stated that he expects the next National negotiations to be difficult. Some railroads have indicated that they will not participate in National handling as has been done in the past.

Bates' closing remarks included the reminder that the next BRS Convention is scheduled for August 5-9, 1985 at the Frontier Hotel in Las Vegas, Nevada.

Local Chairman Richard Foley recommended that Grand Lodge assume the financial transactions of the General Committee and requested that the matter be discussed while President Bates and Secretary-Treasurer Best were in attendance. After an in-depth discussion, the General Committee decided in favor of employing the facilities of Grand Lodge for its financial accounting.

The committee conducted a general discussion of subjects pertaining to the current Agreement. Among them were proposals for revision of Rules 18, 25, 28, 40 and 45.

General Chairman Bill Evans stated that the Carrier, due partly to its merger with the Western Pacific and Missouri Pacific Railroads, intends to recall twelve furloughed signalmen for positions available on the Western Pacific property.

Problems of interest to specific members were reviewed and possible solutions sought.

The meeting was adjourned after a session in which the necessary Bylaws revisions were effected.

Listening intently are Brothers Leonard Welsh, Local 8 (left) and Ronald Hinkley, Vice General Chairman, Local 155.

Participating in the UP General Committee Meeting were Glen Brooks, Local 19 (left) and Ben Price, Local 19.

Vice President J. T. Bass (background) and General Chairman Evans listen while President Bates addresses Committee.

News From Washington

By Richard J. Calistri

There is a distinct possibility that railroad workers — some of them, at least — could end up owning a piece of a transcontinental rail system.

Workers on Conrail have made their bid to purchase that carrier, based in part on the 12% wage deferral they gave the firm to help make it the profitable railroad that it is today. Despite the somewhat paranoid opposition of L. Stanley Crane, Conrail's top man, the workers' offer is the only game in town right now and, by law, the government might be forced to accept it.

The interesting part of all of this is that conrail could become a vital link in what is being called "SuperRail," a transcontinental railroad resulting from the merger of major carriers.

Speculation on that point came recently in **The Washington Post** where knowledgeable staff writer Douglas Feaver predicted that "over the next decade, a combination of mergers driven by intense competition between trucks and railroads will result in a few — probably three — super railroads."

That speculation was fueled later in **The Philadelphia Inquirer** when writer Tom Belden predicted that Conrail, possibly owned by its own workers, could serve as an important part of one transcontinental system.

Feaver says that railroad experts in government, the industry and the financial worker all agree that SuperRail is a probability — despite substantial uneasiness among many shippers and some state governments. That fear is based on the belief that such a system will leave some sections of the country "at the mercy of a predatory monopoly."

Feaver quoted one railroad executive: "What we don't know is who's going to move first. But sometime in the next two or three years, one of the Big Seven is going to try and break out (of its territory) and then it's going to get very interesting."

Who are the Big Seven? According to Feaver they are the three big eastern roads: Norfolk Southern; CSX; and Conrail; the western roads: Burlington Northern; PacRail (merged UP/MP); Southern Pacific; and the Santa Fe.

These railroads carry about 85% of the total revenue ton miles carried by the 22 largest U.S. railroads in 1981, according to the **Post** piece.

Feaver says that almost any combination is possible, with the exception of PacRail and the BN — considered to be anticompetitive. He also says that the game could start right away, especially since employees have put in their bid for Conrail. He quotes L. Stanley Crane:

"As long as we remain independent then the (national) status quo is preserved. But if someone comes in and tries to buy the railroad, there's going to be one hell of a dog fight, I expect. And the reason I think that's going to occur is because of the fact that, whoever acquires (Conrail) is going to have a superior competitive position to the others."

Crane's prediction might very well be a true one. Conrail controls access to the industrial Northeast and has the best routes between New York and Chicago and St. Louis.

But Crane is not the most reliable prognosticator on this issue. He has let it be known, most openly, that he does not think his employees should be allowed to purchase Conrail and that he would not be too happy working for his own workers.

Crane feels that way despite assurances, publicly stated, that Conrail would be operated by a professional board of directors upon which employees would have a seat. But Crane, like many old line rail management types seemingly finds it difficult to envision his workers as entrepreneurs. That function, in his estimation, is obviously better left to other entrepreneurs.

In any event, it appears that Conrail will be a prime part of a predicted transcontinental rail system, SuperRail. And the possibility is strong that railroad workers will, themselves, be part owners of that system.

SHORT TAKES

—Chairman of the American Trucking Association is criticizing legislators who favor what he calls "anti-trucking laws." He speaks of the 14 states which have continued to ban 65-foot twin trailers from their highways.

—The ICC has established a procedure for handling the transfer of the Alaska Railroad from the federal government to the state — a procedure mandated by Congress.

—B. F. Biaggini, chairman of the Southern Pacific, thinks his railroad has come through the recession "leaner and stronger" and is going to move into a bright future. Evidence: The company already has ordered 900 track miles of new rail to be laid in the next three years.

HOW to BUY

By Esther Margolius

FIRST AID KITS FOR VACATION AND HOME

Summer outdoor activities and vacations bring frequent problems. Fishing, camping, hiking, even a friendly game of softball, can result in a minor or major emergency. To deal with scrapes, insect bites, sprains and other byproducts of the outdoor life, every home, car and boat should have a well-stocked first aid kit.

Kits can be purchased readymade, but they often don't contain the wide range of items and drug products an emergency may demand. Setting up your own kit is not at all difficult and can be better suited to your needs than a collection of assorted bandaids. Specialized camper/hiker first aid kits can be first-rate, however.

When assembling your own kit, start with a small plastic or metal fishing tackle box. Stock the kit with adhesive bandages, gauze and gauze compresses and adhesive tape. Include a knife, a pair of scissors (blunt nosed), tweezers, safety pins and a needle for removing insect stingers and splinters.

Small bottles of alcohol and ammonia should be carried. The alcohol is useful for sterilizing cuts and abrasions and the ammonia can be used to relieve insect bites when applied topically. Insect bites and poison ivy rashes also can be soothed with calamine lotion or a non-prescription hydrocortisone cream available at drugstores. If you plan to hike or camp, these are a must.

It is important to tailor the kit to your activities. Fishermen should not forget a wirecutting scissor for removing fish hooks imbedded past the barb — or dramamine for seasickness. It is also a good idea to stash away sunscreen lotions, especially on swimming or sailing vacations. Baking soda is useful for relieving burns and bites. Hydrogen peroxide can be useful as both an antiseptic and cleanser as well. All kits should include an antibiotic salve or ointment.

Don't forget aspirin or an aspirin substitute. Hikers especially should stock syrup of ipecac and activated charcoal for poisonings.

Many people are potentially allergic to bee stings. It is therefore a good idea to have a bee sting kit along with your other first aid supplies. Ask your doctor or pharmacist about them. Even if you don't carry a bee sting kit, you should bring either a prescription or non-prescription anti-histamine medicine for allergic reactions. The medicines might be Benadryl or Actifed, but ask your physician. Don't forget to throw out unused medicines at the end of the season.

The Red Cross has some advice for putting a kit together:

- The kit should be large enough and should have the proper contents for the place where it is to be used.
- The contents should be arranged so the desired item can be found quickly without unpacking the entire contents.
- Material should be wrapped so unused portions do not become dirty through handling.

Commercial first aid kits run from the ridiculous to the sublime. Johnson and Johnson First Aid Kits are mostly bandaids, bandages and First Aid Cream. The smaller size is a plastic box approximately 4 x 6 inches and costing $4.75. Larger kits included round-tip scissors and more bandages for $7.95.

The Cutter First Aid Trail Pack kit with "35 essentials" — mostly bandages, adhesive tape, scissors, etc. sold for around $5.95. A Camp Pack advertised 50 essentials, including snake bite suction cups for around $17, though some discounters may offer it for as low as $13. The Snake Bite Kit itself is under $3. The Cutter Travel Kit was advertised for $14.99.

Your first aid kit at home — the medicine chest — should contain all the items of your portable kits and more. In addition to bandages, adhesives and scissors, you should have a thermometer, an eye cup for flushing objects out of the eye, and an ice bag and hot water bottle or heating pad.

Medicines should include cough syrup, anti-diarrhetic, petroleum jelly, and hydrocortisone creams, as well as analgesics (aspirin or aspirin substitutes) and syrup of ipecac. Make sure the products are stored in an orderly fashion, with no out-of-date medicines cluttering up the area. If there are children in the house, medicines should have child resistant caps.

The final item for your first aid kit is the American Red Cross First Aid Manual. The standard manual costs $2.50 and is available at your local Red Cross Chapter.

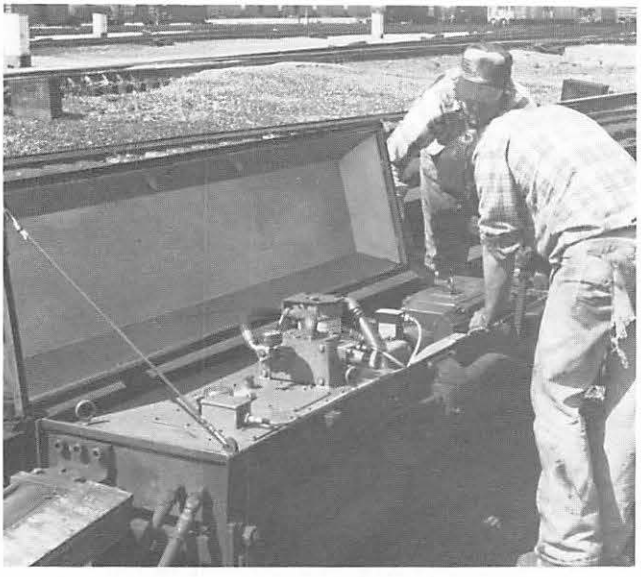
Assistant Signalmen Jim Smith (facing camera) and Mike Weigel, Local 49 prepare to overhaul a retarder at Norris Yard.

Signal Maintainers Randy McAlpine and Steve Gilreath (back to camera) apply a protective coat of paint to instrument cases.

Norris Yard — Southern Railway

Birmingham, Alabama

Brother Dale H. Austin, Signalman assigned to Southern's Norris Yard at Birmingham, is pictured with the boom truck used in his work. Brother Austin plans to retire in August of this year.



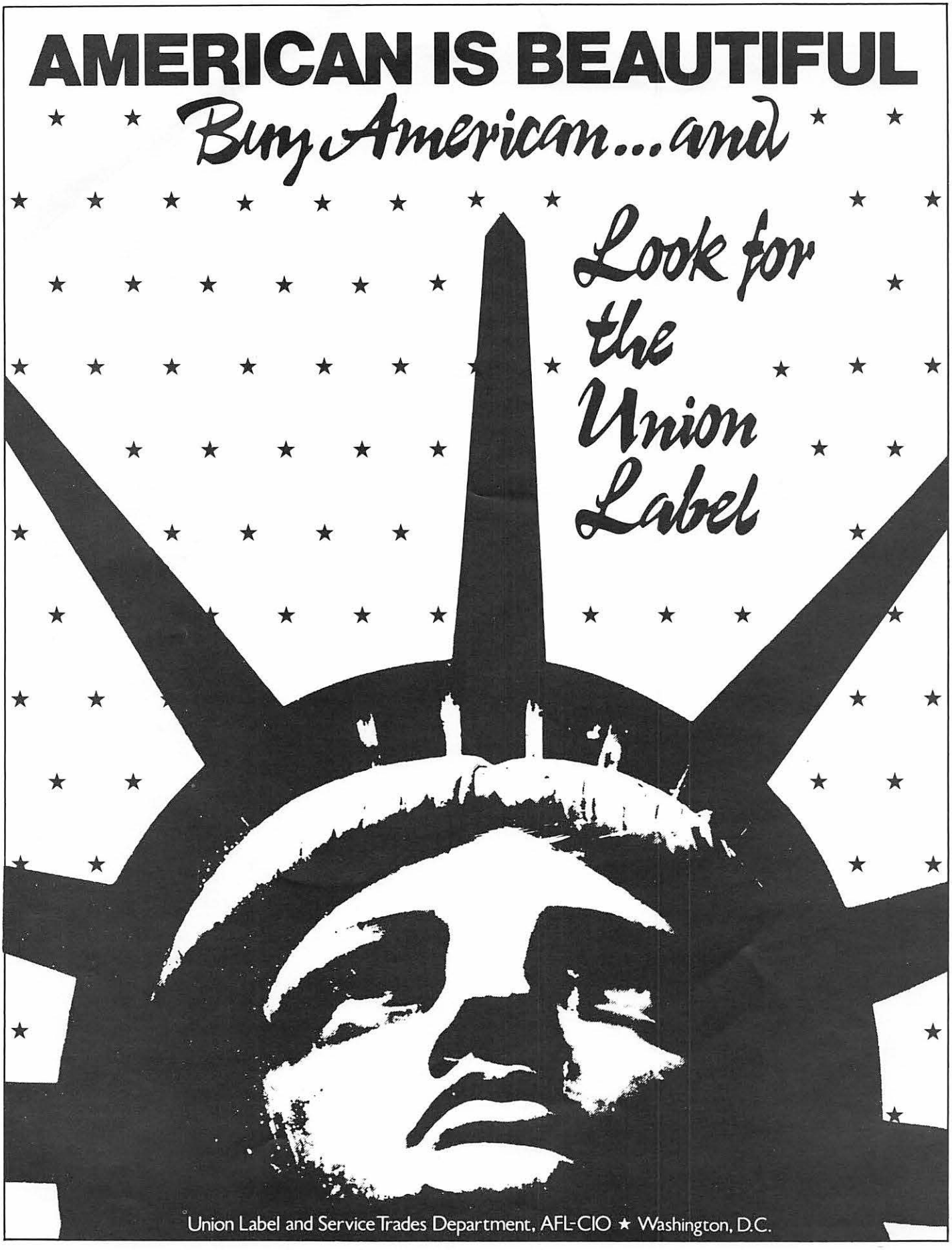
Jim Smith (left) and Mike Weigel, Assistant Signalmen at Southern Railway's Norris Yard, have a retarder almost ready for painting.

Steve Gilreath (left) and Randy McAlpine, Norris Yard Maintainers, put the finishing touch on the instrument cases.

Brothers Smith and Weigel begin the preliminary rust removal from the retarder.

Signal Supervisor R. W. Linn and BRS General Chairman C. R. Vaught (right) compare notes at Southern Railway's Norris Yard in Birmingham, Alabama.

Some of the encrusted material is difficult to remove.


AMERICAN IS BEAUTIFUL
Buy American...and
Look for the Union Label
Union Label and Service Trades Department, AFL-CIO ★ Washington, D.C.

Signal training course

You can learn about today's modern signal systems from the new Signal Training Course available from the Brotherhood of Railroad Signalmen. This is the famous Canadian National course that is the basis of many of the courses used by the nation's railroads in their signal training programs. CN has kindly given the Brotherhood permission to reprint this signal material. The 4-volume course is now in one 3-ring binder.

Volume I has 9 sections, as follows: 1- how to study; 2- signaling; 3- multimeter; 4- energy distribution; 5- batteries; 6- direct current; 7- track appliances; 8- understanding circuits; and 9- trouble shooting.

Volume II has 9 sections, as follows: 1- review; 2- direct current relays; 3- light signals; 4- switch circuit controller; 5- spring switch mechanism; 6- automatic block signals; 7- highway crossing protection; 8- highway crossing bell; and 9- highway crossing gate.

Volume III has 6 sections, as follows: 1- review; 2- direct current relays; 3- power operated switch machines; 4- coded track circuits; 5- electric switch lock; and 6- centralized traffic control systems.

Volume IV has 7 sections, as follows: 1- review volume I; 2- review volume II; 3-review volume III; 4- style C track circuit; 5- automatic interlocking; 6- hotbox detector; and 7- overlay track circuits.

To order your copy of this Signal Training Course, please send check or money order in the amount of $50 (U.S. Funds) payable to the Brother of Railroad Signalmen. Send your order and payment to Box U, Mt. Prospect, IL 60056.

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RRB INFORMATION

New Benefit Year for Railroad Unemployment and Sickness Benefits

July 1 is the start of a new benefit year under the Railroad Unemployment Insurance Act. This Act, which is administered by the U.S. Railroad Retirement Board, provides 2 kinds of cash benefits for qualified railroaders: (1) unemployment benefits for those who become unemployed but are able to work and available for work; and (2) sickness benefits for those who are unable to work because of sickness or injury.

The following questions and answers describe railroad unemployment and sickness benefits and explain how to apply for these benefits.

1. What are the service and earnings requirements for railroad unemployment and sickness benefits in the benefit year starting July 1, 1983?

Normal benefits starting July 1983 are based on an employee's railroad service and earnings in calendar year 1982. To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least $1,000 in calendar year 1982, not counting more than $400 for any month. Those who were not employed in the rail industry before 1982 must also have worked in at least 5 months of 1982 (not necessarily full-time in each month).

Under certain conditions, railroaders with 10 years of service who do not qualify on the basis of their 1982 earnings may still be able to qualify for benefits in the benefit year starting July 1, 1983.

2. I did not work in 1982, but have 10 years' service. Under what conditions could I receive unemployment or sickness benefits in the benefit year beginning July 1, 1983?

If you received normal benefits in the July 1982 to June 1983 benefit year, you may be eligible for extended benefits; or, if you worked for a railroad in 1983 and would be qualified in July 1984 based on your 1983 earnings, you may start the next benefit year early. For example, if you had rail earnings of $1,000 in 1983, counting earnings only up to $400 a month, you could be eligible to receive benefits in the benefit year beginning July 1, 1983. However, sickness benefits paid in either of these situations are terminated at age 65.

If you think that you may be eligible for benefits, you should file an application; the Board will notify you regarding your eligibility.

3. How much can unemployment or sickness benefits amount to?

Almost all employees qualify for the maximum daily benefit rate of $25, which yields $250 for 2 full weeks of unemployment or sickness. However, some sickness benefits are subject to withholding of certain retirement taxes, which can reduce biweekly payments from $250 to $233.25.

4. How long are unemployment or sickness benefits payable?

Normal unemployment or sickness benefits are each payable for up to 26 weeks in a benefit year. The total amount of each kind of benefit which may be paid cannot exceed the employee's base-year earnings, counting up to $775 per month.

If an employee with 10 or more years of service exhausts normal benefits, he or she may qualify for extended unemployment or sickness benefits. For employees with 10-14 years, an extended benefit period could last for up to 13 consecutive weeks. Employees with 15 or more years of service may qualify for up to 26 consecutive weeks of extended benefits. In the benefit year ending June 30, 1983, Congress authorized temporary extended benefits of 10 weeks for those with less than 10 years' service, but only for registration periods beginning on March 10, 1983, through June 30, 1983.

5. How should I apply for unemployment benefits?

Visit a railroad unemployment claims agent during the first week you are unemployed; this will prevent any loss of benefits. There is probably a claims agent where you were employed, or a supervisor can direct you to one. If possible, bring your most recent Form BA-6, "Certificate of Service Months and Compensation," because this form helps the Board to expedite payments.

The claims agent will assist you in applying for benefits and will advise you when to return to reapply if you remain unemployed.

6. How do I go about applying for sickness benefits?

An application for sickness benefits (Forms SI-la&b) can be obtained from a railroad employer, a railroad labor organization, or any Board office. The Board suggests that you keep a sickness benefit application form on hand, and show your family members where it is kept and how to use it on your behalf. Also, it is a good idea to keep your latest Form BA-6 with the application. Form BA-6 shows your social security number and includes instructions on how to claim benefits.

Within 7 days after the first day for which you want to claim sickness benefits, complete the application, have your doctor complete the medical statement, and mail both sections of the application to the Board. Payments will be expedited if you enclose the right-hand portion of your most recent Form BA-6, but don't delay sending your application if you are unable to locate your Form BA-6.

7. I mailed my sickness benefit application late, because my doctor didn't complete the medical statement on time. Will I lose sickness benefits because of late filing?

If late filing was solely due to your doctor's delay, and if you notified the Board accordingly, you would not lose any sickness benefits.

If an application is filed late, some or all of the sickness benefits must be denied unless a good reason for the delay is furnished to the Board. If you cannot obtain a sickness benefit application on time, or if hospitalization or a doctor's delay prevents timely filing, or if any other circumstances beyond your control prevent timely filing, be sure to enclose an explanation with the sickness benefit application.

BEAUCHAMP ON HEALTH

By Susan Beauchamp

Keep Your Teeth For Life

How long do you want to keep your teeth? Until you're 40, 60, for your life? Did you know that approximately half of all Americans over fifty-five either have or should have dentures? When you think of what this means in terms of human discomfort, suffering and dental bills, the loss is far more than that of 32 teeth per person.

Gum disease is the main culprit when it comes to tooth loss in adults. What is gum disease? Well, it progresses in stages.

It starts with gingivitis, in which the gums become inflamed, swollen and tender. Left uncontrolled, the inflammation advances and the gums begin to stand away from the teeth so that pockets are formed which harbor bacteria and pus. This is pyorrhea. As pyorrhea progresses, fibers holding teeth in their sockets weaken and gradually the bone supporting the teeth is destroyed, and the teeth become loose and are lost.

What can you do to help keep gum disease and tooth loss to a minimum? Here are some suggestions:

- Brush and floss your teeth regularly. This removes the plaque that forms continually on our teeth, and which, if left to pile up, can cause gum disease.
- Eat nutritiously. Be sure to include foods from all of the four main food groups: fruits and vegetables, bread and cereals, dairy products, meat or fish. A healthy body can keep disease at bay far more effectively.
- Avoid sweets. Sugar creates an acid environment in the mouth that literally eats away at tooth surfaces.
- See your dentist for regular check-ups. He or she can keep you up to date on the latest in preventive dentistry as well as professionally clean your teeth and diagnose and treat any problems that may have developed since your last check-up.
- Let your dentist know anytime you feel you may have a tooth or gum problem. The sooner these things are taken care of the less permanent damage they can do.

Take time to practice prevention today. It can make a mouth full of difference tomorrow.

Jobs . . . Prosperity

ALL THE WAY IN '84

It's Logical

Jobs . . . the key to busting out of the Reagan-Republican recession. . . .

Creating new jobs and protecting existing ones. . . .

✔ Jobs provide the income for working people that buys goods and services that other workers produce and means profits for businesses. . . .

✔ Income produces needed revenue for the government. . . .

✔ Sufficient revenue lowers federal deficits. . . .

✔ Lower deficits lead to lower interest rates. . . .

✔ Lower interest rates stimulate more economic activity . . . which creates more jobs . . . and prosperity.

So . . . creating new jobs, restoring lost jobs, protecting existing jobs . . . that's the nation's Number One priority.

A Start in '82

A lot of our members helped create jobs by checking off their voluntary contribution for Signalmen's Political League.

SPL used the funds provided by check-off to help elect 26 additional pro-worker, pro-jobs U.S. Representatives in 1982. . .

And this added enough wallop to the pro-jobs sentiment in Congress to force the President to jump on the bandwagon for job-creating programs he'd previously scorned.

All the Way in '84

These programs aren't enough . . . not nearly enough . . . but they're a start. . . .

And there'll be more to come . . . if we can elect *more* pro-jobs friends next year. . . .

And if we can elect a President who'll cut unemployment way down.

That's the goal . . . *but it takes money.*

With your help . . . checking off for SPL . . . we can go all the way in '84.

Protect Your Job . . . Provide More Jobs

Check Off for Our Union PAC

Signalmen's Political League

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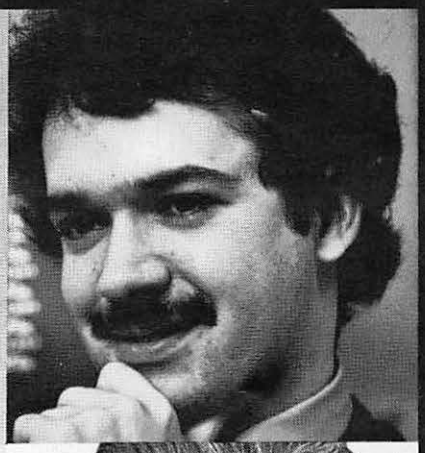

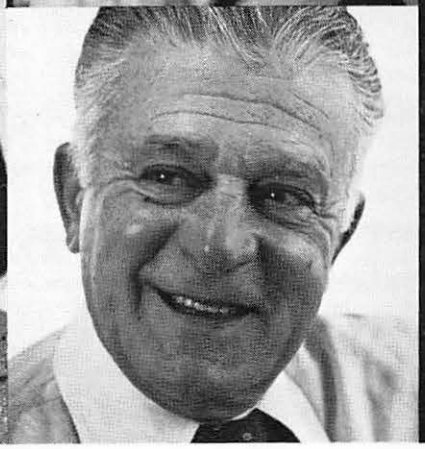

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GOLF CAPS with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

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Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements.

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Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. Everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc. **Information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, Box U, Mt. Prospect, IL 60056.**

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